European Parliament
2019-2024

Committee on the Environment, Public Health and Food Safety

2021/0223(COD)

9.12.2021

DRAFT OPINION

of the Committee on the Environment, Public Health and Food Safety

for the Committee on Transport and Tourism

on the proposal for a regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council
(COM(2021)0559 – C9-0331/2021 – 2021/0223(COD))

Rapporteur for opinion: Alexandr Vondra

PA_Legam

SHORT JUSTIFICATION

The development of alternative fuels infrastructure is fundamental to the transition to low-emission – and, ultimately, zero-emission – modes of transport. The primary energy source in the European transport sector will soon be electricity, accompanied by hydrogen and ammonia. However, Europe will require several bridging sources to reach this goal and provide Member States with much-needed financial and regulatory flexibility, particularly those with limited electric charging infrastructure for road vehicles.

Therefore, the Commission's proposal to amend the 2014 directive as a regulation must thoroughly consider the importance of technological neutrality, which should not be based on impractical assumptions about the development time and rollout of high-cost infrastructure.

At present, electric charging infrastructure for light-duty vehicles is the most advanced. For that reason, I leave much of the Commission's text as drafted. However, with regard to heavy-duty vehicles, maritime and inland waterway vessels, and aircraft, I consider the proposal overly ambitious in terms of the prospects and feasibility of developing the necessary infrastructure. That is why, in my amendments, I recommend postponing the targets for electric vehicle charging points and hydrogen filling stations by three years; and, at the same time, extending the obligation to support LNG infrastructure by three years. I believe this approach will provide the flexibility needed and account for the different starting points in the Member States.

Furthermore, I have reservations about several sub-definitions of alternative fuels as prescribed in the Commission proposal. Some definitions are misleading and could lead to blending and delivery problems, particularly for renewable fuels such as bio-methane and renewable hydrogen. The Commission's sub-definition of 'alternative fuels for zero-emissions vehicles' is also problematic. Some of the fuels listed require high-emitting production processes, risking the credibility of the final regulation. I have therefore introduced amendments to address these concerns and provide legal clarity.

Because the Commission proposal imposes onerous administrative obligations on Member States regarding progress reporting, I recommend several extended deadlines. As a final point, I consider the Commission's plan to review the new law in 2026 to be premature, as it offers too short a timescale for conducting a robust evaluation of its regulatory impact, given the extent of the new infrastructure required. I consequently propose a two-year deferral period.

AMENDMENTS

The Committee on the Environment, Public Health and Food Safety calls on the Committee on Transport and Tourism, as the committee responsible, to take into account the following amendments:

Amendment 1

Proposal for a regulation
Recital 5

Text proposed by the Commission	*Amendment*
(5) Therefore all modes of transport should be addressed in one instrument which should take into account a variety of alternative fuels. The use of zero-emission powertrain technologies is at different stages of maturity in the different modes of transport. In particular, in the road sector, a rapid uptake of battery-electric and plug-in hybrid vehicles is taking place. Hydrogen fuel-cell road vehicles are available to markets, as well. In addition, smaller hydrogen and battery electric vessels and hydrogen fuel-cell trains are currently being deployed in different projects and in first commercial operations, with full commercial roll out expected in the next years. In contrast, the aviation and waterborne sectors continue to be dependent on liquid and gaseous fuels, as zero- and low-emission powertrain solutions are expected to enter the market only around 2030 and in particular for the aviation sector even later, with full commercialisation taking its time. The use of fossil gaseous or liquid fuels is only possible if it is clearly embedded into a clear decarbonisation pathway that is in line with the long-term objective of climate neutrality in the Union, requiring increasing blending with or replacement by renewable fuels such as bio-methane, advanced biofuels or renewable and low-carbon synthetic gaseous and liquid fuels.	(5) Therefore all modes of transport should be addressed in one instrument which should take into account a variety of alternative fuels. The use of zero-emission powertrain technologies is at different stages of maturity in the different modes of transport. In particular, in the road sector, a rapid uptake of battery-electric and plug-in hybrid vehicles is taking place. Hydrogen fuel-cell road vehicles are available to markets, as well. In addition, smaller hydrogen and battery electric vessels and hydrogen fuel-cell trains are currently being deployed in different projects and in first commercial operations, with full commercial roll out expected in the next years. In contrast, the aviation and waterborne sectors continue to be dependent on liquid and gaseous fuels, as zero- and low-emission powertrain solutions are expected to enter the market only around 2030 and in particular for the aviation sector even later, with full commercialisation taking its time. The use of fossil gaseous or liquid fuels is only possible if it is clearly embedded into a clear decarbonisation pathway that is in line with the long-term objective of climate neutrality in the Union, requiring increasing blending with or replacement by renewable fuels such as bio-methane, ***biopropane, biomass fuels, biofuels (including bioLPG and renewable Dimethyl Ether),*** advanced biofuels***, recycled carbon fuels, renewable fuels of non-biological origin*** or renewable and low-carbon synthetic gaseous and liquid fuels.

Or. en

Amendment 2

Proposal for a regulation
Recital 6

Text proposed by the Commission	*Amendment*
(6) Such biofuels and synthetic fuels, substituting diesel, petrol and jet fuel, can be produced from different feedstock and can be blended into fossil fuels at very high blending ratios. They can be technically used with the current vehicle technology with minor adaptations. Renewable methanol can also be used for inland navigation and short-sea shipping. Synthetic and paraffinic fuels have a potential to reduce the use of fossil fuel sources in the energy supply to transport. All of these fuels can be distributed, stored and used with the existing infrastructure or where necessary with infrastructure of the same kind.	(6) Such ***biomass fuels,*** biofuels and synthetic fuels, substituting diesel, petrol and jet fuel, can be produced from different feedstock and can be blended into fossil fuels at very high blending ratios. They can be technically used with the current vehicle technology with minor adaptations. Renewable methanol can also be used for inland navigation and short-sea shipping. Synthetic and paraffinic fuels have a potential to reduce the use of fossil fuel sources in the energy supply to transport. All of these fuels can be distributed, stored and used with the existing infrastructure or where necessary with infrastructure of the same kind.

Or. en

Amendment 3

Proposal for a regulation
Recital 7

Text proposed by the Commission	*Amendment*
(7) LNG is likely to play a continued role in maritime transport, where there is currently no economically viable zero-emission powertrain technology available. The Communication on the Smart and Sustainable Mobility Strategy points to zero-emission seagoing ships becoming market ready by 2030. Fleet conversion should take place gradually due to the long lifetime of the ships. Contrary to maritime transport, for inland waterways, with normally smaller vessels and shorter distances, zero-emission powertrain technologies, such as hydrogen and	(7) LNG is likely to play a continued role in maritime transport, where there is currently no economically viable zero-emission powertrain technology available. The Communication on the Smart and Sustainable Mobility Strategy points to zero-emission seagoing ships becoming market ready by 2030. Fleet conversion should take place gradually due to the long lifetime of the ships. Contrary to maritime transport, for inland waterways, with normally smaller vessels and shorter distances, zero-emission powertrain technologies, such as hydrogen and

electricity, should enter the markets more quickly. LNG is expected to no longer play a significant role in that sector. Transport fuels such as LNG need increasingly to be decarbonised by blending/substituting with liquefied biomethane (bio-LNG) or renewable and low-carbon synthetic gaseous e-fuels (e-gas) for instance. Those decarbonised fuels can be used in the same infrastructure as gaseous fossil fuels thereby allowing for a gradual shift towards decarbonised fuels.

electricity, should enter the markets more quickly. LNG is expected to no longer play a significant role in that sector ***in a few years from now***. Transport fuels such as LNG need increasingly to be decarbonised by blending/substituting with liquefied biomethane (bio-LNG) or renewable and low-carbon synthetic gaseous e-fuels (e-gas) for instance. Those decarbonised fuels can be used in the same infrastructure as gaseous fossil fuels thereby allowing for a gradual shift towards decarbonised fuels.

Or. en

Amendment 4

Proposal for a regulation
Recital 9

Text proposed by the Commission	*Amendment*
(9) The deployment of publicly accessible recharging infrastructure for light-duty electric vehicles has been uneven across the Union. Continued uneven distribution would jeopardize the uptake of such vehicles, limiting connectivity across the Union. ***Continuing divergence in policy ambitions and*** approaches at national level ***will not*** create the long-term certainty needed for substantive market investment. Mandatory minimum targets for Member States at national level should therefore provide policy orientations and complement National Policy Frameworks. That approach should combine national fleet based targets with distance-based targets for the trans-European network for transport (TEN-T). National fleet based targets should ensure that vehicle uptake in each Member State is matched with the deployment of sufficient publicly accessible recharging infrastructure. Distance-based targets for the TEN-T network should ensure full coverage of	(9) The deployment of publicly accessible recharging infrastructure for light-duty electric vehicles has been uneven across the Union. Continued uneven distribution would jeopardize the uptake of such vehicles, limiting connectivity across the Union. ***It is therefore essential to work on levelling up*** approaches at national level ***to*** create the long-term certainty needed for substantive market investment. Mandatory minimum targets for Member States at national level should therefore provide policy orientations and complement National Policy Frameworks. That approach should combine national fleet based targets with distance-based targets for the trans-European network for transport (TEN-T). National fleet based targets should ensure that vehicle uptake in each Member State is matched with the deployment of sufficient publicly accessible recharging infrastructure. Distance-based targets for the TEN-T network should ensure full coverage of electric recharging points

electric recharging points along the Union's main road networks and thereby ensure easy and seamless travel throughout the Union.	along the Union's main road networks and thereby ensure easy and seamless travel throughout the Union.

Or. en

Amendment 5

Proposal for a regulation
Recital 11 a (new)

Text proposed by the Commission	*Amendment*
	(11a) The deployment of publicly accessible recharging infrastructure should primarily result from private market investment. However, Member States should, until a competitive market has been established, support infrastructure deployment in cases where market conditions require public support, provided it is in full compliance with State aid rules,.

Or. en

Amendment 6

Proposal for a regulation
Recital 13

Text proposed by the Commission	*Amendment*
(13) Electric heavy-duty vehicles need a distinctively different recharging infrastructure than light-duty vehicles. Public accessible infrastructure for electric heavy-duty vehicles is however currently almost ***nowhere available*** in the Union. A combined approach of distance-based targets along the TEN-T network, targets for overnight recharging infrastructure and targets at urban nodes should ensure that a sufficient publicly accessible infrastructure	(13) Electric heavy-duty vehicles need a distinctively different recharging infrastructure than light-duty vehicles. Public accessible infrastructure for electric heavy-duty vehicles is however currently almost ***unavailable*** in the Union. ***Therefore, it will require a substantially longer period for its development than the infrastructure for light-duty vehicles***. A combined approach of distance-based targets along the TEN-T network, targets

coverage for electric heavy-duty vehicles is established throughout the Union to support the expected market uptake of battery electric heavy-duty vehicles.

for overnight recharging infrastructure and targets at urban nodes should ensure that a sufficient publicly accessible infrastructure coverage for electric heavy-duty vehicles is established throughout the Union to support the expected market uptake of battery electric heavy-duty vehicles.

Or. en

Amendment 7

Proposal for a regulation
Recital 14 a (new)

Text proposed by the Commission	*Amendment*
	(14a) For the deployment of electric recharging infrastructure along the TEN-T road network, all electric recharging stations to be considered to be along the network should be located on the TEN-T road or within 3 km driving distance from the nearest exit of a TEN-T road. For the deployment and location of hydrogen refuelling infrastructure along the TEN-T network, all hydrogen refuelling stations to be considered to be along the network should be located on the TEN-T road or within 10 km driving distance from the nearest exit of a TEN-T road.

Or. en

Amendment 8

Proposal for a regulation
Recital 15 a (new)

Text proposed by the Commission	*Amendment*
	(15a) The infrastructure requirements applicable to the TEN-T core and comprehensive network should allow the possibility for justified exemptions,

including cases where investment cannot be justified in socio-economic cost-benefit terms.

Or. en

Amendment 9

Proposal for a regulation
Recital 29

Text proposed by the Commission	*Amendment*
(29) A number of LNG refuelling points are established in the Union, already providing a backbone for the circulation of LNG driven heavy-duty vehicles. The TEN-T core network should remain the basis for the deployment of LNG infrastructure, and progressively for bio-LNG, as it covers the main traffic flows and allows cross border connectivity throughout the Union. It had been recommended in Directive 2014/94/EU that such refuelling points be installed every 400 km on the TEN-T core network, but certain limited gaps in the network remain to reach that objective. Member States should by ***2025*** reach that objective and fill the remaining gaps, after which the target should cease to apply.	(29) A number of LNG refuelling points are established in the Union, already providing a backbone for the circulation of LNG driven heavy-duty vehicles. The TEN-T core network should remain the basis for the deployment of LNG infrastructure, and progressively for bio-LNG, as it covers the main traffic flows and allows cross border connectivity throughout the Union. It had been recommended in Directive 2014/94/EU that such refuelling points be installed every 400 km on the TEN-T core network, but certain limited gaps in the network remain to reach that objective. Member States should by ***2028*** reach that objective and fill the remaining gaps, after which the target should cease to apply.

Or. en

Amendment 10

Proposal for a regulation
Recital 36

Text proposed by the Commission	*Amendment*
(36) Electricity supply ***to stationary aircraft at airports*** should replace ***the consumption of liquid fuel with a cleaner power*** source ***by*** aircraft ***(use of Auxiliary***	(36) ***External*** electricity supply should replace ***conventional hydrocarbon aviation turbine fuel as an energy*** source ***when*** aircraft ***are stationary at airports***.

Power Unit) or ground power units (GPUs). This should reduce pollutant and noise emissions, improve air quality and reduce the impact on climate change. Therefore, all commercial transport operation should be able to make use of external electricity supply while parked at gates or at outfield positions at TEN-T airports.	This should reduce pollutant and noise emissions, improve air quality and reduce the impact on climate change. Therefore, all commercial transport operation should be able to make use of external electricity supply while parked at gates or at outfield positions at TEN-T airports.

Or. en

Amendment 11

Proposal for a regulation
Recital 54

Text proposed by the Commission	*Amendment*
(54) The market for alternative fuels and in particular for zero emission fuels is still in the early stages of development and technology is evolving fast. This should likely affect the demand for alternative fuels and consequently for alternative fuels infrastructure across the modes. The Commission should therefore review this Regulation by the end of ***2026*** in particular as regards the targets setting for electric recharging points for HDV as well as targets for infrastructure for alternative fuels for zero-emission vessels and aircraft in waterborne transport and aviation.	(54) The market for alternative fuels and in particular for zero emission fuels is still in the early stages of development and technology is evolving fast. This should likely affect the demand for alternative fuels and consequently for alternative fuels infrastructure across the modes. The Commission should therefore review this Regulation by the end of ***2028*** in particular as regards the targets setting for electric recharging points for HDV as well as targets for infrastructure for alternative fuels for zero-emission vessels and aircraft in waterborne transport and aviation.

Or. en

Amendment 12

Proposal for a regulation
Article 2 – paragraph 1 – point 2 a (new)

Text proposed by the Commission	*Amendment*
	(2a) 'along the TEN-T core or comprehensive network' means, for

electric recharging stations, that they are located on the TEN-T network or within 3 km driving distance from the nearest exit of a TEN-T road and for hydrogen refuelling stations, that they are located on the TEN-T network or within 10 km driving distance from the nearest exit of a TEN-T road.

Or. en

Justification

As with conventional petrol stations, alternative fuels infrastructure does not need to be located immediately beside the road, it may be also be situated within a short driving distance. In addition, for hydrogen, and given the appreciable technological problems with its deployment, this distance should be further from a TEN-T road.

Amendment 13

Proposal for a regulation
Article 2 – paragraph 1 – point 3 – introductory part

Text proposed by the Commission	*Amendment*
(3) 'alternative fuels' means fuels or power sources which serve, at least partly, as a substitute for fossil oil sources in the energy supply to transport and which have the potential to contribute to its decarbonisation and enhance the environmental performance of the transport sector, including:	(3) 'alternative fuels' means fuels or power sources which serve, at least partly, as a substitute for fossil oil sources in the energy supply to transport and which have the potential to contribute to its decarbonisation and enhance the environmental performance of the transport sector, including***, for example***:

Or. en

Amendment 14

Proposal for a regulation
Article 2 – paragraph 1 – point 3 – point a – introductory part

Text proposed by the Commission	*Amendment*
(a) 'alternative fuels for zero-emission vehicles':	***deleted***

Or. en

Justification

The proposed sub-categorisation of alternative fuels would cause problems in case of blending for example renewable fuels (such as biomethane or renewable hydrogen) with so-called alternative fossil fuels (such as natural gas), and subsequent delivery to the fuel supplier for the transport sector.

Amendment 15

Proposal for a regulation
Article 2 – paragraph 1 – point 3 – point b – introductory part

Text proposed by the Commission	*Amendment*
(b) 'renewable fuels':	***deleted***

Or. en

Amendment 16

Proposal for a regulation
Article 2 – paragraph 1 – point 3 – point b – indent 1

Text proposed by the Commission	*Amendment*
– biomass fuels ***and*** biofuels as defined in Article 2, points (27) and (***33***) of Directive (EU) 2018/2001,	– biomass fuels***, biogas, biopropane,*** biofuels ***(including bioLPG and renewable Dimethyl Ether) and renewable fuels of non-biological origin and recycled carbon fuels*** as defined in Article 2, points (27)***, (28), (33)*** and (***34***) of Directive (EU) 2018/2001,

Or. en

Amendment 17

Proposal for a regulation
Article 2 – paragraph 1 – point 3 – point b – indent 2

Text proposed by the Commission	*Amendment*
– synthetic and paraffinic fuels, ***including ammonia, produced from renewable energy,***	– synthetic and paraffinic fuels,

Or. en

Amendment 18

Proposal for a regulation
Article 2 – paragraph 1 – point 3 – point c - introductory part

Text proposed by the Commission	*Amendment*
(c) 'alternative fossil fuels' for a transitional phase:	***deleted***

Or. en

Amendment 19

Proposal for a regulation
Article 2 – paragraph 1 – point 3 – point c – indent 3

Text proposed by the Commission	*Amendment*
– synthetic and paraffinic fuels produced from non-renewable energy;	***deleted***

Or. en

Amendment 20

Proposal for a regulation
Article 2 – paragraph 1 – point 49

Text proposed by the Commission	*Amendment*
(49) 'refuelling point' means a refuelling facility for the provision of any	(49) 'refuelling point' means a refuelling facility for the provision of any

liquid or gaseous alternative fuel, through a fixed or a mobile installation, which is capable of refuelling only one vehicle at a time;	liquid or gaseous alternative fuel, through a fixed or a mobile installation, which is capable of refuelling only one vehicle ***or one vessel*** at a time;

Or. en

Amendment 21

Proposal for a regulation
Article 2 – paragraph 1 – point 56

Text proposed by the Commission	*Amendment*
(56) ‘safe and secure parking’ means a parking and rest area as referenced in Article ***17***, point***(1)(b)*** that is dedicated to heavy-duty vehicles overnight parking;	(56) ‘safe and secure parking’ means a parking and rest area as referenced in Article ***4***, point***(1)(c)*** that is dedicated to heavy-duty vehicles overnight parking;

Or. en

Justification

Technical amendment to correct the reference.

Amendment 22

Proposal for a regulation
Article 3 – paragraph 1 – subparagraph 2 – introductory part

Text proposed by the Commission	*Amendment*
To that end Member States shall ensure that, at the end of each year, starting ***from*** the year referred to in Article 24, the following power output targets are met cumulatively:	To that end Member States shall ensure that, at the end of each year, starting ***eighteen months after*** 1 January of the year following that of the **entry into force of this Regulation**, the following power output targets are met cumulatively:

Or. en

Justification

It is impracticable to expect all operators to meet such an onerous obligation immediately after the entry into force of the Regulation.

Amendment 23

Proposal for a regulation
Article 3 – paragraph 3

Text proposed by the Commission	*Amendment*
3. Neighbouring Member States shall ensure that the maximum distances referred to in points (a) and (b) are not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.	3. Neighbouring Member States shall ***take the necessary measures to*** ensure that the maximum distances referred to in points (a) and (b) are not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.

Or. en

Justification

Since a Member State cannot be responsible for the implementation of this Regulation in neighbouring countries, it should be only obliged to take necessary measures within its own power to act.

Amendment 24

Proposal for a regulation
Article 4 – paragraph 1 – point a – introductory part

Text proposed by the Commission	*Amendment*
(a) along the TEN-T core network, publicly accessible recharging pools dedicated to heavy-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of ***60*** km in-between them:	(a) along the TEN-T core network, publicly accessible recharging pools dedicated to heavy-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of ***100*** km in-between them:

Or. en

Justification

Electric heavy-duty vehicles should be able to travel longer distances than light-duty vehicles, and consequently the density of recharging points does not need to be the same.

Amendment 25

Proposal for a regulation
Article 4 – paragraph 1 – point a – point i

Text proposed by the Commission	*Amendment*
(i) by 31 December ***2025***, each recharging pool shall offer a power output of at least 1400 kW and include at least one recharging station with an individual power output of at least 350 kW;	(i) by 31 December ***2028***, each recharging pool shall offer a power output of at least 1400 kW and include at least one recharging station with an individual power output of at least 350 kW;

Or. en

Justification

Given that the Regulation is not expected to enter into force until late 2022 at the earliest, more time is needed, particularly in countries with lower economic strength than the EU average, to ensure proper implementation. These targets have to be realistic and achievable for all Member States.

Amendment 26

Proposal for a regulation
Article 4 – paragraph 1 – point a – point ii

Text proposed by the Commission	*Amendment*
(ii) by 31 December ***2030***, each recharging pool shall offer a power output of at least 3500 kW and include at least two recharging stations with an individual power output of at least 350 kW;	(ii) by 31 December ***2033***, each recharging pool shall offer a power output of at least 3500 kW and include at least two recharging stations with an individual power output of at least 350 kW;

Or. en

Justification

Given that the Regulation is not expected to enter into force until late 2022 at the earliest, more time is needed, particularly in countries with lower economic strength than the EU average, to ensure proper implementation. These targets have to be realistic and achievable for all Member States.

Amendment 27

Proposal for a regulation
Article 4 – paragraph 1 – point b – point i

Text proposed by the Commission	*Amendment*
(i) by 31 December ***2030***, each recharging pool shall offer a power output of at least 1400 kW and include at least one recharging station with an individual power output of at least 350 kW;	(i) by 31 December ***2033***, each recharging pool shall offer a power output of at least 1400 kW and include at least one recharging station with an individual power output of at least 350 kW;

Or. en

Justification

Given that the Regulation is not expected to enter into force until late 2022 at the earliest, more time is needed, particularly in countries with lower economic strength than the EU average, to ensure proper implementation. These targets have to be realistic and achievable for all Member States.

Amendment 28

Proposal for a regulation
Article 4 – paragraph 1 – point b – point ii

Text proposed by the Commission	*Amendment*
(ii) by 1 December ***2035***, each recharging pool shall offer a power output of at least 3500 kW and include at least two recharging stations with an individual power output of at least 350 kW;	(ii) by 1 December ***2038***, each recharging pool shall offer a power output of at least 3500 kW and include at least two recharging stations with an individual power output of at least 350 kW;

Or. en

Justification

Given that the Regulation is not expected to enter into force until late 2022 at the earliest, more time is needed, particularly in countries with lower economic strength than the EU average, to ensure proper implementation. These targets have to be realistic and achievable for all Member States.

Amendment 29

Proposal for a regulation
Article 4 – paragraph 1 – point c

Text proposed by the Commission	*Amendment*
(c) by 31 December ***2030***, in each safe and secure parking area at least one recharging station dedicated to heavy-duty vehicles with a power output of at least 100 kW is installed;	(c) by 31 December ***2033***, in each safe and secure parking area at least one recharging station dedicated to heavy-duty vehicles with a power output of at least 100 kW is installed;

Or. en

Amendment 30

Proposal for a regulation
Article 4 – paragraph 1 – point d

Text proposed by the Commission	*Amendment*
(d) by 31 December ***2025***, in each urban node publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least 600 kW are deployed, provided by recharging stations with an individual power output of at least 150 kW;	(d) by 31 December ***2028***, in each urban node publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least 600 kW are deployed, provided by recharging stations with an individual power output of at least 150 kW;

Or. en

Amendment 31

Proposal for a regulation
Article 4 – paragraph 1 – point e

Text proposed by the Commission	*Amendment*
(e) by 31 December ***2030***, in each urban node publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least 1200 kW are deployed, provided by recharging stations with an individual	(e) by 31 December ***2033***, in each urban node publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least 1200 kW are deployed, provided by recharging stations with an individual

power output of at least 150 kW.	power output of at least 150 kW.

Or. en

Amendment 32

Proposal for a regulation
Article 4 – paragraph 2

Text proposed by the Commission	*Amendment*
2. Neighbouring Member States shall ensure that the maximum distances referred to in points (a) and (b) are not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.	2. Neighbouring Member States shall ***take the necessary measures to*** ensure that the maximum distances referred to in points (a) and (b) are not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.

Or. en

Justification

Since a Member State cannot be responsible for the implementation of this Regulation in neighbouring countries, it should only be obliged to take the necessary measures within its own power to act.

Amendment 33

Proposal for a regulation
Article 5 – paragraph 4

Text proposed by the Commission	*Amendment*
4. Prices charged by operators of publicly accessible recharging points shall be ***reasonable,*** easily and clearly comparable, transparent and non-discriminatory. Operators of publicly accessible recharging points shall not discriminate between the prices charged to end users and prices charged to mobility service providers nor between prices charged to different mobility service providers. Where relevant, the level of prices may ***only*** be differentiated in a	4. Prices charged by operators of publicly accessible recharging points shall be easily and clearly comparable, transparent and non-discriminatory. Operators of publicly accessible recharging points shall not discriminate between the prices charged to end users and prices charged to mobility service providers nor between prices charged to different mobility service providers. Where relevant, the level of prices may be differentiated in a ***transparent and*** proportionate manner,

proportionate manner, according to an objective justification.	according to an objective justification.

Or. en

Justification

Price regulation at the EU level must be avoided. The costs of developing the necessary infrastructure will be substantial and operators should be entitled to follow a free market system without any direct economic intervention, which could lead to a distortion of investment patterns.

Amendment 34

Proposal for a regulation
Article 5 – paragraph 6

Text proposed by the Commission	*Amendment*
6. Prices charged by mobility service providers to end users shall be ***reasonable,*** transparent and non-discriminatory. Mobility service providers shall make available to end users all applicable price information, prior to the start of the recharging session, and specific to their intended recharging session, through freely available, widely supported electronic means, clearly distinguishing the price components charged by the operator of recharging point, applicable e-roaming costs and other fees or charges applied by the mobility service provider. The fees shall be ***reasonable,*** transparent and non-discriminatory. No extra charges for cross-border e-roaming shall be applied.	6. Prices charged by mobility service providers to end users shall be transparent and non-discriminatory. Mobility service providers shall make available to end users all applicable price information, prior to the start of the recharging session, and specific to their intended recharging session, through freely available, widely supported electronic means, clearly distinguishing the price components charged by the operator of recharging point, applicable e-roaming costs and other fees or charges applied by the mobility service provider. The fees shall be transparent and non-discriminatory. No extra charges for cross-border e-roaming shall be applied.

Or. en

Justification

Price regulation at the EU level must be avoided. The costs of developing the necessary infrastructure will be substantial and operators should be entitled to follow a free market system without any direct economic intervention, which could lead to a distortion of investment patterns.

Amendment 35

Proposal for a regulation
Article 5 – paragraph 8

Text proposed by the Commission	*Amendment*
8. From the date referred to in Article 24, operators of recharging points shall ensure that all publicly accessible normal power recharging points operated by them are capable of smart recharging.	8. From ***three years following*** the date referred to in Article 24, operators of recharging points shall ensure that all publicly accessible normal power recharging points operated by them are capable of smart recharging.

Or. en

Justification

It is impracticable to expect all operators to meet such an onerous obligation immediately after the entry into force of the Regulation.

Amendment 36

Proposal for a regulation
Article 6 – paragraph 1 – subparagraph 1

Text proposed by the Commission	*Amendment*
Member States shall ensure that, in their territory, a minimum number of publicly accessible hydrogen refuelling stations are put in place by 31 December ***2030***.	Member States shall ensure that, in their territory, a minimum number of publicly accessible hydrogen refuelling stations are put in place by 31 December ***2033***.

Or. en

Amendment 37

Proposal for a regulation
Article 6 – paragraph 1 – subparagraph 2

Text proposed by the Commission	*Amendment*
To that end Member States shall ensure that by 31 December ***2030*** publicly accessible hydrogen refuelling stations with a minimum capacity of 2 t/day and	To that end Member States shall ensure that by 31 December ***2033*** publicly accessible hydrogen refuelling stations with a minimum capacity of 2 t/day and

equipped with at least a 700 bars dispenser are deployed with a maximum distance of 150 km in-between them along the TEN-T core and the TEN-T comprehensive network. Liquid hydrogen shall be made available at publicly accessible refuelling stations with a maximum distance of 450 km in-between them.	equipped with at least a 700 bars dispenser are deployed with a maximum distance of 150 km in-between them along the TEN-T core and the TEN-T comprehensive network. Liquid hydrogen shall be made available at publicly accessible refuelling stations with a maximum distance of 450 km in-between them.

Or. en

Amendment 38

Proposal for a regulation
Article 6 – paragraph 1 – subparagraph 3

Text proposed by the Commission	*Amendment*
They shall ensure that by 31 December ***2030***, at least one publicly accessible hydrogen refuelling station is deployed in each urban node. An analysis on the best location shall be carried out for such refuelling stations that shall in particular consider the deployment of such stations in multimodal hubs where also other transport modes could be supplied.	***Member States*** shall ensure that by 31 December ***2033***, at least one publicly accessible hydrogen refuelling station is deployed in each urban node. An analysis on the best location shall be carried out for such refuelling stations that shall in particular consider the deployment of such stations in multimodal hubs where also other transport modes could be supplied.

Or. en

Amendment 39

Proposal for a regulation
Article 6 – paragraph 2

Text proposed by the Commission	*Amendment*
2. Neighbouring Member States shall ensure that the maximum distance referred to in paragraph 1, second subparagraph is not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.	2. Neighbouring Member States shall ***take the necessary measures to*** ensure that the maximum distance referred to in paragraph 1, second subparagraph is not exceeded for cross-border sections of the TEN-T core and the TEN-T comprehensive network.

Or. en

Justification

Since a Member State cannot be responsible for the implementation of this Regulation in neighbouring countries, it should only be obliged to take necessary measures within its own power to act.

Amendment 40

Proposal for a regulation
Article 6 – paragraph 3

Text proposed by the Commission	*Amendment*
3. The operator of a publicly accessible refuelling station or, where the operator is not the owner, the owner of that station in accordance with the arrangements between them, shall ensure that the station is designed to serve light-duty and heavy-duty vehicles. In freight terminals, operators or owners of these publicly accessible hydrogen refuelling stations shall ensure that these stations also serve liquid hydrogen.	3. The operator of a publicly accessible refuelling station or, where the operator is not the owner, the owner of that station in accordance with the arrangements between them, shall ensure that the station is designed to serve light-duty and***, unless there are unreasonable and disproportionate costs,*** heavy-duty vehicles. In freight terminals, operators or owners of these publicly accessible hydrogen refuelling stations shall ensure that these stations also serve liquid hydrogen.

Or. en

Amendment 41

Proposal for a regulation
Article 7 – paragraph 2

Text proposed by the Commission	*Amendment*
2. Prices charged by the operators of publicly accessible hydrogen refuelling points shall be ***reasonable,*** easily and clearly comparable, transparent and non-discriminatory. Operators of publicly accessible hydrogen refuelling points shall not discriminate between the prices charged to end users and those charged to	2. Prices charged by the operators of publicly accessible hydrogen refuelling points shall be easily and clearly comparable, transparent and non-discriminatory. Operators of publicly accessible hydrogen refuelling points shall not discriminate between the prices charged to end users and those charged to

mobility service providers as well as between the prices charged to different mobility service providers. Where relevant, the level of prices may ***only*** be differentiated according to an objective justification.	mobility service providers as well as between the prices charged to different mobility service providers. Where relevant, the level of prices may be differentiated ***in a transparent and proportionate manner*** according to an objective justification.

Or. en

Amendment 42

Proposal for a regulation
Article 7 – paragraph 4

Text proposed by the Commission	*Amendment*
4. Operators of publicly accessible refuelling stations may provide hydrogen refuelling services to customers on a contractual basis, including in the name and on behalf of other mobility service providers. Mobility service providers shall charge prices to end users that are ***reasonable,*** transparent and non-discriminatory. Mobility service providers shall make available to end users all applicable price information, prior to the start of the recharging session, and specific to their intended recharging session, through freely available, widely supported electronic means, clearly distinguishing the price components charged by the operator of the hydrogen refuelling point, applicable e-roaming costs and other fees or charges applied by the mobility service provider.	4. Operators of publicly accessible refuelling stations may provide hydrogen refuelling services to customers on a contractual basis, including in the name and on behalf of other mobility service providers. Mobility service providers shall charge prices to end users that are transparent and non-discriminatory. Mobility service providers shall make available to end users all applicable price information, prior to the start of the recharging session, and specific to their intended recharging session, through freely available, widely supported electronic means, clearly distinguishing the price components charged by the operator of the hydrogen refuelling point, applicable e-roaming costs and other fees or charges applied by the mobility service provider.

Or. en

Amendment 43

Proposal for a regulation
Article 8 – paragraph 1

Text proposed by the Commission	*Amendment*
Member States shall ensure until 1 January ***2025*** that an appropriate number of publicly accessible refuelling points for LNG are put in place, at least along the TEN-T core network, in order to allow LNG heavy-duty motor vehicles to circulate throughout the Union***, where*** there is demand, unless the costs are disproportionate to the benefits, including environmental benefits.	Member States shall ensure until 1 January ***2028*** that an appropriate number of publicly accessible refuelling points for LNG are put in place, at least along the TEN-T core network, in order to allow LNG heavy-duty motor vehicles to circulate throughout the Union***. After that date, Member States shall continue to do so if*** there is demand, unless the costs are disproportionate to the benefits, including environmental benefits.

Or. en

Justification

It would be premature to end support for LNG infrastructure by 2025, as it is uncertain whether there will be the requisite number of electric heavy-duty vehicles in the fleet to account for this change.

Amendment 44

Proposal for a regulation
Article 9 – paragraph 1 – introductory part

Text proposed by the Commission	*Amendment*
1. Member States shall ensure that a minimum shore-side electricity supply for seagoing container and passenger ships is provided in maritime ports. To that end, Member States shall take the necessary measures to ensure that by 1 January ***2030***:	1. Member States shall ensure that a minimum shore-side electricity supply for seagoing container and passenger ships is provided in maritime ports. To that end, Member States shall take the necessary measures to ensure that by 1 January ***2033***:

Or. en

Amendment 45

Proposal for a regulation
Article 10 – paragraph 1 – point a

Text proposed by the Commission	*Amendment*
(a) at least one installation providing shore-side electricity supply to inland waterway vessels is deployed at all TEN-T core inland waterway ports by 1 January ***2025***;	(a) at least one installation providing shore-side electricity supply to inland waterway vessels is deployed at all TEN-T core inland waterway ports by 1 January ***2028***;

Or. en

Amendment 46

Proposal for a regulation
Article 10 – paragraph 1 – point b

Text proposed by the Commission	*Amendment*
(b) at least one installation providing shore-side electricity supply to inland waterway vessels is deployed at all TEN-T comprehensive inland waterway ports by 1 January ***2030***.	(b) at least one installation providing shore-side electricity supply to inland waterway vessels is deployed at all TEN-T comprehensive inland waterway ports by 1 January ***2033***.

Or. en

Amendment 47

Proposal for a regulation
Article 11 – paragraph 1

Text proposed by the Commission	*Amendment*
1. Member States shall ensure that an appropriate number of refuelling points for LNG are put in place at TEN-T core maritime ports referred to in paragraph 2, to enable seagoing ships to circulate throughout the TEN-T core network by 1 January ***2025***. Member States shall cooperate with neighbouring Member States where necessary to ensure adequate coverage of the TEN-T core network.	1. Member States shall ensure that an appropriate number of refuelling points for LNG are put in place at TEN-T core maritime ports referred to in paragraph 2, to enable seagoing ships to circulate throughout the TEN-T core network by 1 January ***2028***. Member States shall cooperate with neighbouring Member States where necessary to ensure adequate coverage of the TEN-T core network.

Or. en

Justification

Electricity will not replace LNG straightaway, and they will need to operate in parallel until a sufficient uptake of electricity has occurred.

Amendment 48

Proposal for a regulation
Article 12 – paragraph 1 – point a

Text proposed by the Commission	*Amendment*
(a) 1 January ***2025***, at all gates used for commercial air transport operations;	(a) 1 January ***2028***, at all gates used for commercial air transport operations;

Or. en

Amendment 49

Proposal for a regulation
Article 12 – paragraph 1 – point b

Text proposed by the Commission	*Amendment*
(b) 1 January ***2030***, at all outfield posts used for commercial air transport operations.	(b) 1 January ***2033***, at all outfield posts used for commercial air transport operations.

Or. en

Amendment 50

Proposal for a regulation
Article 12 – paragraph 2

Text proposed by the Commission	*Amendment*
2. As of 1 January ***2030*** at the latest, Member States shall take the necessary measures to ensure that the electricity supplied pursuant to paragraph 1 comes from the electricity grid or is generated on site ***as renewable energy***.	2. As of 1 January ***2033*** at the latest, Member States shall take the necessary measures to ensure that the electricity supplied pursuant to paragraph 1 comes from the electricity grid or is generated on site ***using alternative fuels***.

Or. en

Amendment 51

Proposal for a regulation
Article 12 a (new)

Text proposed by the Commission	*Amendment*
	Article 12a
	Infrastructure for alternative fossil fuels for a transitional phase
	Member States shall ensure that existing liquid and gaseous fossil fuel infrastructure can be used without restriction for the distribution of alternative fuels and for blends of alternative fuels with fossil fuels.

Or. en

Amendment 52

Proposal for a regulation
Article 13 – paragraph 1 – subparagraph 2 – point k a (new)

Text proposed by the Commission	*Amendment*
	(ka) measures to ensure that small and medium-sized enterprises (SMEs) can fully benefit from the development of alternative fuels infrastructure in their triple role as producers, operators and, users;

Or. en

Amendment 53

Proposal for a regulation
Article 13 – paragraph 9

Text proposed by the Commission	*Amendment*
9. By 1 January ***2025***, each Member State shall notify to the Commission its final national policy framework.	9. By 1 January ***2026***, each Member State shall notify to the Commission its final national policy framework.

Or. en

Justification

The proposed deadline would offer insufficient preparation time to Member States, as it is close to the expected entry into force of the Regulation. An addition twelve months to notify the Commission about final national policy frameworks will therefore be necessary.

Amendment 54

Proposal for a regulation
Article 14 – paragraph 1

Text proposed by the Commission	*Amendment*
1. Each Member State shall submit to the Commission a standalone progress report on the implementation of its national policy framework for the first time by 1 January ***2027*** and every ***two*** years thereafter.	1. Each Member State shall submit to the Commission a standalone progress report on the implementation of its national policy framework for the first time by 1 January ***2028*** and every ***three*** years thereafter.

Or. en

Justification

The Commission proposal introduces onerous new assessment and reporting obligations on Member States. This amendment provides much-needed flexibility and reduced administrative burden.

Amendment 55

Proposal for a regulation
Article 14 – paragraph 3

Text proposed by the Commission	*Amendment*
3. The regulatory authority of a Member States shall assess, at the latest by	3. The regulatory authority of a Member States shall assess, at the latest by

30 June ***2024*** and periodically every ***three*** years thereafter, how the deployment and operation of recharging points could enable electric vehicles to further contribute to the flexibility of the energy system, including their participation in the balancing market, and to the further absorption of renewable electricity. That assessment shall take into account all types of recharging points, whether public or private, and provide recommendations in terms of type, supporting technology and geographical distribution in order to facilitate the ability of users to integrate their electric vehicles in the system. It shall be made publicly available. On the basis of the results of the assessment, Member States shall, if necessary, take the appropriate measures for the deployment of additional recharging points and include them in their progress report referred to in paragraph 1. The assessment and measures shall be taken into account by the system operators in the network development plans referred to in Article 32(3) and Article 51 of Directive (EU) 2019/944.	30 June ***2025*** and periodically every ***five*** years thereafter, how the deployment and operation of recharging points could enable electric vehicles to further contribute to the flexibility of the energy system, including their participation in the balancing market, and to the further absorption of renewable electricity. That assessment shall take into account all types of recharging points, whether public or private, and provide recommendations in terms of type, supporting technology and geographical distribution in order to facilitate the ability of users to integrate their electric vehicles in the system. It shall be made publicly available. On the basis of the results of the assessment, Member States shall, if necessary, take the appropriate measures for the deployment of additional recharging points and include them in their progress report referred to in paragraph 1. The assessment and measures shall be taken into account by the system operators in the network development plans referred to in Article 32(3) and Article 51 of Directive (EU) 2019/944.

Or. en

Justification

The Commission proposal introduces onerous new assessment and reporting obligations on Member States. This amendment provides much-needed flexibility and reduced administrative burden.

Amendment 56

Proposal for a regulation
Article 14 – paragraph 4

Text proposed by the Commission	*Amendment*
4. On the basis of input from transmission system operators and distribution system operators, the regulatory authority of a Member States shall assess, at the latest by ***1*** 30 June ***2024***	4. On the basis of input from transmission system operators and distribution system operators, the regulatory authority of a Member States shall assess, at the latest by 30 June ***2025***

and periodically every ***three*** years thereafter, the potential contribution of bidirectional charging to the penetration of renewable electricity into the electricity system. That assessment shall be made publicly available. On the basis of the results of the assessment, Member States shall take, if necessary, the appropriate measures to adjust the availability and geographical distribution of bidirectional recharging points, in both public and private areas and include them in their progress report referred to in paragraph 1.	and periodically every ***five*** years thereafter, the potential contribution of bidirectional charging to the penetration of renewable electricity into the electricity system. That assessment shall be made publicly available. On the basis of the results of the assessment, Member States shall take, if necessary, the appropriate measures to adjust the availability and geographical distribution of bidirectional recharging points, in both public and private areas and include them in their progress report referred to in paragraph 1.

Or. en

Justification

The Commission proposal introduces onerous new assessment and reporting obligations on Member States. This amendment provides much-needed flexibility and reduced administrative burden.

Amendment 57

Proposal for a regulation
Article 15 – paragraph 1

Text proposed by the Commission	*Amendment*
1. By 1 January ***2026***, the Commission shall assess the national policy framework notified by Member States pursuant to Article 13(9) and submit to the European Parliament and to the Council a report on the assessment of those national policy frameworks and their coherence at Union level, including a first assessment of the expected level of attainment of the national targets and objectives referred to in Article 13 (1).	1. By 1 January ***2027***, the Commission shall assess the national policy framework notified by Member States pursuant to Article 13(9) and submit to the European Parliament and to the Council a report on the assessment of those national policy frameworks and their coherence at Union level, including a first assessment of the expected level of attainment of the national targets and objectives referred to in Article 13 (1).

Or. en

Justification

The Commission proposal introduces onerous new assessment and reporting obligations on Member States. This amendment provides much-needed flexibility and reduced administrative

burden.

Amendment 58

Proposal for a regulation
Article 16 – paragraph 1

Text proposed by the Commission	*Amendment*
1. By 28 February of the year following the entry into force of this Regulation and every ***year*** thereafter by the same date, Member States shall report to the Commission the total aggregated recharging power output, the number of publicly accessible recharging points and the number of registered battery electric and plug-in hybrid vehicles deployed on their territory on 31 December of the previous year, in accordance with the requirements of Annex III.	1. By 28 February of the year following the entry into force of this Regulation and every ***two years*** thereafter by the same date, Member States shall report to the Commission the total aggregated recharging power output, the number of publicly accessible recharging points and the number of registered battery electric and plug-in hybrid vehicles deployed on their territory on 31 December of the previous year, in accordance with the requirements of Annex III.

Or. en

Justification

The Commission proposal introduces onerous new assessment and reporting obligations on Member States. This amendment provides much-needed flexibility and reduced administrative burden.

Amendment 59

Proposal for a regulation
Article 18 – paragraph 2 – point a – point iv

Text proposed by the Commission	*Amendment*
(iv) contact information of the ***owner and*** operator of the recharging and refuelling station.	(iv) contact information of the operator of the recharging and refuelling station.

Or. en

Justification

Often the owner of a recharging point, if different from the operator, is not involved in its

daily operation (it can be a private individual owning the space allocated), hence there is no benefit in making the owner contact information available in addition to the contact information of the operator.

Amendment 60

Proposal for a regulation
Article 18 – paragraph 2 – point a – point iv a (new)

Text proposed by the Commission	*Amendment*
	(iv a) accessibility for heavy-duty vehicles, including height, length and width restrictions of the recharging and refuelling points,

Or. en

Amendment 61

Proposal for a regulation
Article 18 – paragraph 2 – point b – point i

Text proposed by the Commission	*Amendment*
(i) identification (ID) codes***, at least*** of the operator of the recharging point and mobility service providers offering services at that recharging point, as referred to in paragraph 1,	(i) identification (ID) codes of the operator of the recharging point and mobility service providers offering services at that recharging point, as referred to in paragraph 1,

Or. en

Amendment 62

Proposal for a regulation
Article 18 – paragraph 2 – point b – point ii

Text proposed by the Commission	*Amendment*
(ii) type of connector,	(ii) type of connector ***or information on bring your own technology (BYOT) capability***,

Or. en

Amendment 63

Proposal for a regulation
Article 18 – paragraph 2 – point b – point iv a (new)

Text proposed by the Commission	*Amendment*
	(iva) payment options,

Or. en

Amendment 64

Proposal for a regulation
Article 18 – paragraph 2 – point c – point ii a (new)

Text proposed by the Commission	*Amendment*
	(iia) availability, periods and prices of parking,

Or. en

Amendment 65

Proposal for a regulation
Article 18 – paragraph 4 – introductory part

Text proposed by the Commission	*Amendment*
4. The Commission shall be empowered to adopt delegated acts in accordance with Article ***17*** to:	4. The Commission shall be empowered to adopt delegated acts in accordance with Article ***20*** to:

Or. en

Justification

Technical change to correct the reference.

Amendment 66

Proposal for a regulation
Article 18 – paragraph 4 – subparagraph 2 a (new)

Text proposed by the Commission	*Amendment*
	Those delegated acts shall provide for transitional periods of at least 24 months before the technical specifications contained therein, or amendments thereof, become binding on the infrastructure to be deployed or renewed.

Or. en

Justification

Technical change to correct the reference.

Amendment 67

Proposal for a regulation
Article 19 – paragraph 7 – introductory part

Text proposed by the Commission	*Amendment*
7. The Commission shall be empowered to adopt delegated acts in accordance with Article ***17*** to:	7. The Commission shall be empowered to adopt delegated acts in accordance with Article ***20*** to:

Or. en

Amendment 68

Proposal for a regulation
Article 19 – paragraph 7 – subparagraph 2 a (new)

Text proposed by the Commission	*Amendment*
	Those delegated acts shall provide for transitional periods of at least 24 months before the technical specifications contained therein, or amendments thereof, become binding on the

infrastructure to be deployed or renewed.

Or. en

Amendment 69

Proposal for a regulation
Article 22

Text proposed by the Commission	*Amendment*
Article 22	Article 22
Review	Review
By 31 December ***2026***, the Commission shall review this Regulation, and, where appropriate, submit a proposal to amend it.	By 31 December ***2028***, the Commission shall review this Regulation, and, where appropriate, submit a proposal to amend it.

Or. en